

CLOSE OF THE OLD COUNCIL

Extension of the Street-Railroad Franchise Takes an Unexpected Turn.

President Shaffer Sends a Request to Council to Have the Ordinance Withdrawn—He Will Rest on the Old Charter.

But a Special Committee Thereon Is Allowed to Submit Its Adverse Report.

The Company Granted the Privilege of Using Electricity Under Its Present Franchise—Excellent Financial Showing.

Every member of the Common Council was in his seat last night when, at 7:45 o'clock, Mayor Denny called them to order for the last time. The roll had hardly been called when Councilman Hicklin moved a suspension of the rules in order to take up the question of extending the street-railroad franchise. Before the report of the special committee thereon was presented Councilman Thalmann read the following letter:

Isaac Thalmann, Esq., City:

Dear Sir—On Monday evening, Dec. 2, you were kind enough to introduce to the Common Council an ordinance amending the Citizens' street-railroad franchise, or, in other words, the city, and granting to the said company certain privileges and rights on condition that it would perform certain obligations and incur certain expenses. The proposition has not been received with favor by the public press, and as I learn from you that your committee is adverse to reporting favorably on the same, will you be kind enough to withdraw the proposition, and make no report upon the same. It is the earnest desire of the Citizens' company to give to the city the best service it can possibly afford. It would gladly bear the cost of the improvements and expend any requisite amount of money to provide for rapid transit for its citizens, but it cannot be asked to do this under the terms of the present franchise. As far as this company is concerned, it is willing to continue operating its cars under its present system until its franchise may expire. Thanking you for the courtesy extended me, I am,

Very truly yours, J. C. SHAFER.

In order to get the matter out of the hands of the present Council Councilman Cummings moved to give the special committee further time, but this method of disposing of it was not generally approved. Councilman Swain thought that Mr. Shaffer could not, by a letter, strike the ordinance from the files. Councilman Thalmann held that the request should be granted as a matter of courtesy, for the company's proposition is strictly a business one. The present Council has rejected it, and this would leave it for the incoming body. Councilman Darnell moved that the report of the committee be read, which, on motion of Councilman Cummings, was received and adopted. The report read as follows:

Your special committee, with the city attorney, to whom was referred the ordinance No. 60, 1889, amendatory of and supplemental to the general street-railroad ordinance, report that we have carefully considered the same and have listened to statements from the street-railroad officials and from citizens, and we find that the ordinance is in many respects, and if public interests are not protected as they should be.

First—It proposes to give the right for thirty-five years to use animal, electric or cable power, or the Johnson motor or any other power, except steam, that it desires to use on the street, and that this covers all of the streets of the city now laid out or hereafter laid out, and that the company may use "any or all of such methods, and change from time to time, and from one to another as public travel may justify or require." This does not guarantee rapid transit, but permits the company to use any kind of power it may see fit, including animal.

Second—It provides that said company shall have in operation fifteen (15) miles of electric track, within one year from the passage of the ordinance. Under the terms of the ordinance this is all that need be laid for thirty-five years, and this track may be laid to Crown Hill, Brightwood or Irvington.

Third—Under the provisions of said ordinance said company is required to pay for the use of any street improvement. All that can be required of said company is to lay eight (8) feet of track on the street, and to pay for the same (16) feet for each double track when the balance of the street is paved. Furthermore, said ordinance specifically provides that the company never be required a second time on any one street. The result would be that on a street that is built with granite or asphalt there would be sixteen feet of cobble stone. In the center of the street there is a double track and eight feet where there is no double track.

Fourth—There is no provision whatever in the ordinance for a transfer system. The present charter does not provide for it, it provides that after 11:30 p. m. the company may charge 25 cents for each passenger. In this we believe the ordinance is defective. It is a reasonable provision that a company that has a practical monopoly of all the streets of the city and operates all the street cars should be required to give one transfer to each passenger. To business men who go to the center of the city, and to the very large class of laboring men who go from one extreme of the city to the other, a transfer system is absolutely indispensable.

Fifth—The ordinance provides for an annual tax of \$25 on each car that is operated by the company. We are decidedly opposed to this provision. In the first place, the total revenue derived therefrom would be no more to the city; in the second place, the tendency would be to lessen the number of cars run, besides, if this amount is now paid to the city, it is a very small sum from now it would be very unfair to the city. The rapid growth of the city constantly renders a franchise more valuable, and therefore the only fair way to both the city and the company would be to extend the term of the gross receipts, and not impose a tax upon cars. Therefore your committee recommends that said ordinance be amended so that it shall contain, substantially, the following provisions:

First—That the company shall pay for or improve the street for a width of nine (9) feet for a single track and eighteen (18) feet for a double track with the same kind of improvement to be laid on the balance of the street, and to make this improvement in the street when the street is improved. A provision might be added allowing the company to use bowlders between the rails of each street where the electric power is used, but not between the separate tracks nor on the outside of the same.

Second—Provide for a transfer system, and that the company be required to give one transfer to each passenger, and not provide for a tax upon cars.

Fourth—If the ordinance is amended so that it provides that these requirements shall go into effect at once.

Recently, however, Judge Taylor, of the Superior Court, has decided that there is no law in this state providing for the formation of either cable or electric street railroads, and that the city is not authorized to build or operate either cable or electric roads upon the streets of the city in this state. The case involving this question was heard by the Supreme Court, and will probably be speedily decided, and until this question is decided by the Supreme Court we think that no electric or cable franchise should be granted.

The original ordinance was then placed upon its second reading in order to lay it open to amendment. Mayor Denny offered an amendment which, in effect, would give the company the right to use animal or electric power for the balance of its unexpired charter. Several other changes followed, among which was one by Councilman Swain, providing that all poles be placed in the center of the streets. Councilman Gasper offered an amendment that the city should be indemnified for all damages resulting from the operation of the road, and Councilman Hicklin likewise wanted a provision inserted that should compel a commencement of work within ninety days after passage of the ordinance, and a construction of at least one mile of electric road during 1890. All of the amendments were passed. The original ordinance was then taken up. Councilman Pearson, Thalmann, Stuckmeyer and others opposing a hasty disposition of it because of its incomplete construction. It was passed by the following vote: Yeas—Councilmen Coy, Darnell, Denny, Ellis, Gasper, Hicklin, Johnston, Markey, McClelland, O'Connor, Swain, Thalmann, Truesler, Wilson—15. Nays—Councilmen Burns, Cummings, Davis, Gant, Kelly, Long, Parkinson, Pearson, Stuckmeyer, Thalmann—10.

A Financial Showing.

The report of the finance committee was presented by its chairman, Isaac Thalmann, as follows:

The bonded debt of the city is \$1,405,500, and the street-railroad bonds, issued by the Citizens' street-railroad company, \$500,000. The city holds \$500,000 of the bonds as collateral security. These bonds are deposited in a trust of Fletcher's safety vault, to which the county treasurer holds the key. On the bonds issued to the street-railroad company the com-

pany pays the interest semi-annually. The annual interest on the city's bonded debt of \$1,405,500 will be for the coming two years \$97,260.90. Your committee the past year refunded \$155,000 of the old bonds that matured at 4 per cent. per annum, making a saving in interest of \$3,160 per annum. The balance of the bonds will fall due in from two to seven years; they cannot be funded at an advantage of the city before they mature, as the holders will not surrender a 7-10 interest-bearing bond for a 4 per cent. until they are dueless a premium is paid to them for the difference. The following is a statement of the bonded debt of the city as it will stand Jan. 1, 1890, including bonds held by the city:

NAME OF BOND	DATE OF MATURITY	PAID BY THE CITY	PAID BY THE COMPANY	PAID BY THE CITY	PAID BY THE COMPANY
City of Indianapolis, Ind.	1890	1,405,500	500,000	1,905,500	500,000
City of Indianapolis, Ind.	1891	1,405,500	500,000	1,905,500	500,000
City of Indianapolis, Ind.	1892	1,405,500	500,000	1,905,500	500,000
City of Indianapolis, Ind.	1893	1,405,500	500,000	1,905,500	500,000
City of Indianapolis, Ind.	1894	1,405,500	500,000	1,905,500	500,000
City of Indianapolis, Ind.	1895	1,405,500	500,000	1,905,500	500,000
City of Indianapolis, Ind.	1896	1,405,500	500,000	1,905,500	500,000
City of Indianapolis, Ind.	1897	1,405,500	500,000	1,905,500	500,000
City of Indianapolis, Ind.	1898	1,405,500	500,000	1,905,500	500,000
City of Indianapolis, Ind.	1899	1,405,500	500,000	1,905,500	500,000
City of Indianapolis, Ind.	1900	1,405,500	500,000	1,905,500	500,000
City of Indianapolis, Ind.	1901	1,405,500	500,000	1,905,500	500,000
City of Indianapolis, Ind.	1902	1,405,500	500,000	1,905,500	500,000
City of Indianapolis, Ind.	1903	1,405,500	500,000	1,905,500	500,000
City of Indianapolis, Ind.	1904	1,405,500	500,000	1,905,500	500,000
City of Indianapolis, Ind.	1905	1,405,500	500,000	1,905,500	500,000
City of Indianapolis, Ind.	1906	1,405,500	500,000	1,905,500	500,000
City of Indianapolis, Ind.	1907	1,405,500	500,000	1,905,500	500,000
City of Indianapolis, Ind.	1908	1,405,500	500,000	1,905,500	500,000
City of Indianapolis, Ind.	1909	1,405,500	500,000	1,905,500	500,000
City of Indianapolis, Ind.	1910	1,405,500	500,000	1,905,500	500,000

The following is a statement of the increase of revenue for the coming year over that of the three preceding years. For the coming year we will have on the tax duplicate for 1889, \$35,204,660, which, at a 90-cent levy, yields \$47,785,451.94. The miscellaneous receipts, including salaries, taxes, etc., will be \$1,400,000. The total revenue for 1889 will be \$49,185,451.94. For 1890, at a 90-cent levy, the revenue will be \$49,185,451.94. The miscellaneous receipts, including salaries, taxes, etc., will be \$1,400,000. The total revenue for 1890 will be \$49,185,451.94.

Of temporary loans we will pay off \$75,000. The gross earnings of 1889 were \$38,000, an increase over the gross earnings of 1888 of \$4,000, or 12 per cent.

James Brown, who was roadmaster of the New York Central for thirty years, died last night at his home in New York. Mr. Brown was retired in 1880 on full pay.

Passenger men who have examined the new form of round-trip ticket invented by L. D. Heuener, of the Michigan Central road, pronounced it the best yet devised.

John B. Carson, vice-president of the Louisville, New Albany & Chicago road, is in New York, and to a reporter of the New York Press gave a rosy view of the situation in the West.

N. K. Potter, late train-dispatcher on the Fort Wayne, Louisville & Cincinnati road, has accepted a similar position on the New York Central, with headquarters at Missouri, Mont.

A meeting of the Chicago and Ohio River Association has been called in this city for to-morrow. Competitors of Louisville, New York, and Chicago are expected to be present.

W. W. Worthington, late general manager of the Fort Wayne, Cincinnati & Louisville road, has been named by the city of Whitewater, Wis., to be its agent.

The Big Four people yesterday commenced using four and a half miles more of double track west from Cincinnati, and now run 120 miles of double track out of Cincinnati.

The Pennsylvania Company is adding coal and coke cars to its freight equipment now at the rate of fifty a day, and is handling 100 daily in addition to the other immense traffic.

The Gosport branch of the Indianapolis & Vincennes road was completed yesterday, and the line will be open to service on the White river, work on which has been delayed somewhat by an accident.

Box-cars are so scarce on some of the Western roads that the companies are taking up the use of horse-drawn cars for the transportation of grain. They are covered with a heavy tarpaulin.

T. A. Phillips, who was last week appointed assistant general manager of the New York Central & Hudson River road, is for some years superintendent on the New York, Pennsylvania & Ohio road.

It is said that there has never before been a reorganization scheme of a great railroad property which will be the success that is attending the plan for the reorganization of the Atchison, Topeka & Santa Fe.

Two of the big freight engines which the Big Four road is using have been put in service between Indianapolis and Galien. It is expected that these engines will haul forty-five loaded cars between Big Four and Galien.

The Baltimore & Ohio has established a great distributing station at Berlin, seventy miles west of Camden. Five hundred acres of ground have been purchased. This station will be covered with a large transfer-house erected thereon.

Traffic over the branches of the Big Four system, such as the Aurora, the Columbus and the Washington, is showing a growing business this year than any former year. On the Aurora branch fifty to sixty loaded cars are handled daily.

The Lake Shore road is not the only road in the West which has a handsome money loan or in its treasury. The Chicago, Burlington & Quincy on the first of this month had \$4,000,000 in its treasury, besides the proceeds of its \$5,000,000 bond sale.

Said a traffic manager last night: "I take but little stock in this cry that the Monon is cutting rates. It is their time to cut rates, and they are cutting them. The roads have got to furnish equally as good trains if they expect to hold the L. N. & C. down."

The street car scalpers seem to have a spite against the Pennsylvania line, and have been gathering up mileage tickets of these lines, paying face value for them and turning them over to competitors as evidence that the Pennsylvania is dealing with scalpers.

The statement telegraphed from San Francisco to the effect that all tourists' cars for the coming year will be taken to the city of St. Louis, and that the city is denied officially. Ninety per cent. of the travel between Chicago, St. Louis and Kansas City to the Pacific coast is carried on these cars.

Nobody seems as yet to have gathered in the Chicago & Eastern Illinois. The fact that the road has ceased publishing its net earnings, coupled with the misinformation served by the sale of the road to the Big Four, has given the Chicago & Eastern Illinois a set-back.

My interest in the city's welfare will not cease until the city is a better place than it is now. I am sure I fully appreciate the honors conferred upon me by the people of this city, and I am sure I shall be able to do it with a full sense of the dignity of the office of Mayor, which I have held to the best of my ability for four years. I will be glad to see my successors build up and bring to the front the city and the large and attractive city of the country. To this end I will, at all times, be my pleasure to do everything I can to aid them in their efforts.

AFFAIRS OF THE RAILROADS.

Trying to Shut Out the Washash.

CHICAGO, Dec. 16.—The Washash Railway Company began suit in the Circuit Court this afternoon against the Chicago & Western Indiana or Belt Line Company. The Washash people say in a very voluminous bill that the defendants have given them notice that in the future they must refrain from using the tracks between Hammond, Ind., and Auburn Junction, belonging to the Belt line. This bill says will cut off the route of the Washash line to Detroit and greatly injure that company's business.

The complainants allege that a conspiracy has been formed between the Western Indiana and the Chicago & Western Indiana, Grand Trunk and other companies, which use the Belt line's track against the Washash. The bill asks for an injunction restraining the defendants from taking any steps toward preventing the complainants from using the tracks. The main contention of the Western Indiana people is on a clause in the contract between the two roads for the use of the tracks from using the tracks to give other roads an ingress to Chicago.

Western Indiana claims that when the contract was made the Washash was not in existence, and that it is not a party to the contract. It is seeking a connection for its Detroit division, it is practically violating the terms of the contract, which prohibits entrance to a new and competing line.

Personal, Local and General Notes.

It is stated that the Wagner Palace-car Company is to establish a plant at Duluth of about the same capacity as that at Detroit, Mich.

M. E. Ingalls, president of the Big Four, and J. M. McCullough, first vice-president of the Pennsylvania Company, are to be in the city to-morrow.

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already opened a good deal of trouble is experienced by the caving in of embankments on the Erie's Erie and Erie roads.

In the month of November 9,545 car-loads of wheat were delivered at Duluth. In the three months ending Nov. 30 the roads brought into Duluth 10,000,000 bushels of grain.

The work of converting the Rio Grande & Western into a standard gauge road will soon be completed, and this road will become an important link of a new transcontinental line, which the Missouri Pacific and the Chicago & Rock Island can use to advantage in their transcontinental traffic.

A transfer company has been organized in Chicago with a capital of \$250,000. The company proposes to transfer freights in less than car-load lots from one railway station to another. The presidents of several roads in the city have been asked to express themselves as in favor of such an enterprise.

The engineers of maintenance of way of the Northwestern roads are about to organize an association to be known as the Northwestern Track and Bridge Association. The members will meet once a month, as do the engineers on the Pennsylvania line, to discuss matters of interest as regards their business.

The executive committee of the Indiana Car-service Association will meet to-morrow to decide on what to recommend for the management of the local roads. The members are: D. T. Bacon, J. B. McNeely, T. J. Helm and ex-Marshall Manning. An impression prevails that some outside man will be selected.

It is stated that the opponents of the Interstate Railway Association have come to the conclusion that it is a useful organization, and will cease fighting it. Since it was organized rates have been better maintained in the territory it covers than ever before, and the earnings of the roads proportionately better.

A special train, carrying the Vanderbilt party, on Friday last made the run from Ft. Wayne to Toledo, over the Air-line division of the Lake Shore, in two hours and ten minutes, distance 120 miles. Extensive repairs have been made to this division the last year, and the Vanderbilt party were desirous of testing its safety for fast running.

The shipments of flour, grain and provisions from Chicago to the seaboard by the lines in the Central Traffic Association, last week, aggregated 66,824 tons, against 47,701 tons the previous week. The week ending Nov. 20, and against 77,125 for the corresponding week last year, a decrease of 10,301 tons. The Vanderbilt lines carried 44.5 per cent. of the business, the Pennsylvania 22.5, the Chicago & Grand Trunk 16.3, and the Baltimore & Ohio 16.9.

The meeting called for to-day of the general agents of roads in the Central Traffic Association at the Bates House promises to be important in its results. A number of passenger men arrived yesterday, and the afternoon part of the day will be spent in a conference to agree on certain suggestions as regards rate matters to bring before the meeting to-day. It is expected that Chairman Blanchard will be present.

Opening of the New Bank.

The Capital National Bank, at No. 23 South Meridian street, opened for business at 9 o'clock yesterday morning. There was no brass band, but the officers and employees of the bank were promptly on hand, and in time lock and time clock several directors and stockholders called in and looked around. There were other visitors who came in to wish the new bank success. The number of this new bank is 4,158, this being the number of national banks organized from the beginning of the system to the present time. The number of the Indiana National Bank, bookkeeping President, M. B. Wilson; cashier, W. D. Ewing; teller, John A. Butler, recently of the Indiana National Bank, bookkeeping Alfred H. Johnson; and messenger, Herbert L. Feibleman. Mr. Wilson, who has heretofore lived at Sullivan, and Mr. Ewing, at Evansville, will reside in this city. The new bank is a member of the Indianapolis Clearing Association.

RED CROSS COUGH DROPS—all druggists.

SOCIETY NOTICE.

MASSONIC—KEYSTONE CHAPTER, No. 6, R. A. M.—Stated meeting in Masonic Temple, this evening, Dec. 17, 1889. All members, visitors and other important business. All members requested to attend.

JACOB W. SMITH, Secretary.

DIED.

DALLER—Carrie Eliza, wife of Albert Daller, died Sunday morning, at 4:30. Funeral from residence, Dec. 18, at 1 p. m. Services at residence. Friends invited.

FOR SALE.

FOR SALE—A GOOD VIRGINIA FARM, 100 acres, with a good house, and a good barn, and a good mill, and a good pond, and a good road, and a good view, and a good price. Call on O. E. Ewing, at 100 North Meridian street.

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